

## Interstate Commerce Commission

Washington

### ORDER

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 4th day of April, A. D. 1916.

The subject of transportation of employees, supplies and cars of the Valuation Division being under consideration, by authority of the act of August 1, 1914, IT IS ORDERED:

1. That on and after August 1, 1914, engineers, field parties, and other employees of the United States who are actually engaged in the discharge of their duties in making surveys and other examinations of the property of carriers, shall secure transportation at tariff rates when travel is performed on regular passenger trains.

2. That supplies and equipment to be used in the valuation work which are shipped at Government expense, shall be moved at regular tariff rates upon Government bills of lading, subject to proper deductions on account of land grants and bond issues.

3. That outfit cars, owned or rented by the Interstate Commerce Commission, shall be moved from point to point, in line haul, on basis of one first-class passenger fare for each Commission employee aboard the car or cars, with a minimum rate of ten fares, which rate shall include transportation of Commission employees and property, the switching of cars and the storage or parking of the cars on side or spur tracks, or other terminals, of the line-haul carrier or carriers; but in no case shall the total charge for such movement be less than \$2.00.

When cars are stored or parked on the tracks of a strictly terminal or switching road, or when a switching service independent of a line-haul movement is performed by a line-haul carrier, upon request of the Government, the storage and switching charges, if any, of such terminal or switching road or line-haul carrier shall be at regular tariff rates, which rates shall cover the movement of the outfit cars of the Commission, together with its employees actually occupying the same and its property therein.

PROVIDED that one or more cars of the same outfit, moving at the same time, shall be considered a unit.

PROVIDED FURTHER that in any case in which the tariff rate for special car movement is less than the above prescribed rate, the tariff rate shall be applied.

PROVIDED FURTHER that the charge for moving any such car without persons in freight-train service shall not be in excess of the tariff rate for the movement of an empty car, subject to authorized land grant deductions.

The movement of outfit cars in passenger-train service shall be furnished upon Government transportation requests, which must indicate clearly the number of the car moved, point of origin and destination.



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When cars are stored or parked on the tracks of a strictly terminal or switching road, or when a switching service independent of a line-haul movement is performed by a line-haul carrier, upon request of the Government, the storage and switching charges, if any, of such terminal or switching road or line-haul carrier shall be at regular tariff rates, which rates shall cover the movement of the outfit cars of the Commission, together with its employees actually occupying the same and its property therein.

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The movement of outfit cars in passenger-train service shall be furnished upon Government transportation requests, which must indicate clearly the number of the car moved, point of origin and destination, and the number of persons aboard; and all other transportation service shall be covered by Government bills of lading, which must indicate clearly the exact nature of the service performed.

By the Commission:

GEORGE B. MCGINTY,

Secretary.